

AMENDMENTS TO THE SPECIFICATION

On page 8 of the specification, please insert the following new paragraphs between lines 1 and 2:

After the above discussion, we can claim that the following results of the DADAM.
For any kind of the vehicles, on and off road, on the track, in the air, on the carrier, under
and on water, etc, whatever, there are various vehicles for different, purposes in the world but
all of them have the same motion behaviors, which is power input for driving and stopping
the motion by braking. According to the proof provided by tribology, we truly need the
another additional braking system to perform the critical braking task. The advantages of the
DADAM's braking system are as follows:

The strength of the flux is controllable, that is, the braking force is the more flexible
Controllable. Just only the flux enhanced, the braking force is enlarged positively. In
particular, the DADAM with the wide operating bandwidth about over 1 Mhz, it generates the
powerful braking force just in time. To implement the function of Anti-Braking Skid (ABS)
System is easier to implementation. In this point of view, the DADAM's electric-magnetic
braking system is an intrinsic Electric-Magnetic Anti-Braking Skid System or, in short,
EMABS.

For attenuating the shock, the DADAM's braking system now is the damper for buffering

the shock and attenuating it. The temperature is gradually growing up, without thermo shock. It is quite different from the traditional pad (lining) and disk (drum) interaction.

The total released kinetic energy under braking has been filled with two containers, DADAM's electric-magnetic and traditional braking systems. Braking force applied to the traditional braking system is depressed and the EMABS is another effective braking system. These include the truth that the distance of braking is shortening.

As the original braking system fails, the task is taken over by the DADAM's electric-magnetic braking system.

Superabundant Energy Recycling System on Braking

For any kind of the machines in the world, performing braking is based on the energy consumption. To be more precisely, the process of blocking motion can be seen as the kinetic energy being transformed into thermo energy resulted from the surface of lining (pad) and drum (disc) and just blown into air, in stead of dealing with the energy transformation from the kinetic to electrical energy and recycled on braking. In the case of power being tightly constrained, the recycled superabundant energy helps the car to perform more smooth manipulation. By the way, there are some advantages presenting from this system:

The energy recycling on braking is straightforwardly implemented and the limitations of the electrical-magnetic braking system removed.

In nature, there is able to eliminate the side effect of the shortage of the electrical power

on the DADAM's braking and energy recycled system. The disaster of fire resulted from the electrical circuit shortage or the shock of any type of electrical power is truly dropped away.

The invention further comprises a dynamic adaptive damping attenuant mechanism (DADAM) electrical magnetic braking system comprising an AC generator and multiple interconnected electronic fast switches, wherein the multiple electronic fast switches, which are proportional to temperature variation and a function of switching frequencies to regulate impedance adaptively and are embedded into the AC generator to allow the ac generator to be called "DADAM AC generator" to produce an electrical-magnetic braking force after a magnetizing process in the DADAM AC generator.

Additionally, the dynamic adaptive damping attenuant mechanism (DADAM) electrical magnetic braking system further comprises means for changing the impedance with the temperature, isolating, damping and attenuating voltage shock in the DADAM AC generator and dynamically holding surplus energy in the DADAM AC generator under braking.

The dynamic adaptive damping attenuant mechanism (DADAM) electrical magnetic braking system includes an electrical magnetic anti-skid braking which is induced by the operating switching frequencies of the electronic fast switches.

The dynamic adaptive damping attenuant mechanism (DADAM) electrical magnetic braking system according to the invention includes means for changing the impedance with

the temperature, isolating, damping and attenuating voltage shock in the AC generator and is able to recycle the surplus energy in the DADAM AC generator into an electrical charging subsystem.

The dynamic adaptive damping attenuant mechanism (DADAM) electrical magnetic braking system according to the invention, comprises two pins of each of the electronic fast switches, which are interconnected with the varied resistor (VR), varied capacitor (VC), varied inductance (VI), varied attenuator (VA) and thermopile, are interconnected with two ends of each phase of the stator and rotor coils in the DADAM AC generator and are driven by a propeller in a vehicle, in which two output pins are connected with the electrical charging subsystem.